



United States Department of Transportation
TRANSPORTATION SECURITY ADMINISTRATION

400 Seventh Street, S.W.
Washington, D.C. 20590

SEP - 9 2002

The Honorable Ernest F. Hollings
Chairman
Committee on Commerce, Science and Transportation
United States Senate
Washington, DC 20510-6125

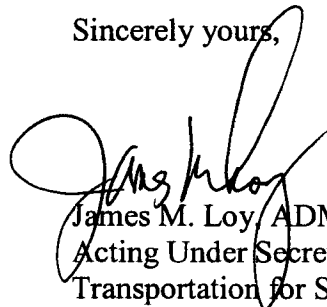
Dear Mr. Chairman:

Thank you for your letter of August 1 requesting updates on a number of issues. I am happy to provide the enclosed answers to your inquiry.

Please note that a chart listing security equipment at airports, enclosed with our answers, contains Sensitive Security Information (SSI) under Title 49 C.F.R. Part 1520. Unauthorized disclosure of such information could compromise security measures in place to protect the traveling public. Therefore, please limit access to individuals with a clear need for this information and ensure that this chart remains in a secure area when not in use to protect from unauthorized disclosure. Please return a signed SSI nondisclosure form to the TSA for each person given access to the chart. Copies of this form are also enclosed.

If I can provide further information or assistance, please feel free to call me at 202-366-9900.

Sincerely yours,



James M. Loy, ADM
Acting Under Secretary of
Transportation for Security

Enclosures

RESPONSES TO CHAIRMAN HOLLINGS' LETTER OF AUGUST 1, 2002

Question

- *The Budget – What level of funding do you need for Fiscal Year 2003 to implement the requirements of ATSA by program and activity? Explain specifically how the FY 2002 funds will be expended and specific areas of shortfalls, if any.*

Answer

Attachment A to this document is a table showing TSA's program budget for fiscal years 2002 and 2003 and a letter from President Bush presenting FY 2003 budget amendments to Congress.

The first numerical column in the table "FY 2002 Proposed Program" depicts TSA's requested fiscal year 2002 budget. The second column displays the specific program reductions achieved to remain within constrained resources levels ("Program Increases or Decreases") necessitated by current year appropriation levels. The third column "Earmarks Above Request" shows additions to the President's FY 2002 supplemental request.

The column entitled "Allocation of Total Appropriated" displays how we have budgeted our FY 2002 funding by line items. These figures include the full costs of the various activities. For example, activity I.A., Passenger Screening, includes all the costs associated with that activity, including such items as third party screening contracts, personnel compensation and benefits of Federal screeners, recruitment, training, uniforms, and checkpoint screening equipment. The FY 2002 figure does not reflect \$480 million in contingency funding that was included in the recently enacted supplemental appropriation.

The last column on the table shows TSA's funding requirements for FY 2003. This is the sum of the "Budget Amendment" and "President's Request" columns. The "Budget Amendment" column displays costs that are advanced into fiscal year 2003 or new programs, such as "Security Grants to Trucking Industry". The Administration has also changed its 2003 budget request by substituting \$100 million for aircraft cockpit door hardening in place of port security grants, as \$125 million was provided in the supplemental appropriation for that purpose.

Question

- *Screener hiring - How will you meet the deadline? What is the status of hiring and training and what type of problems are you encountering? How many Federal Security Directors (FSDs) have you hired to date? What is the hiring process and schedule for the remaining airports? For airports that will not have an FSD on site, who will be in charge of security at those airports?*

Answer

- **Screener Hiring:** All airports are scheduled to have Federal screeners in place not later than November 18, 2002. As of the week of September 1, we have deployed Federal screeners to 82 airports.
- Currently, 26,845 individuals have accepted screening positions. The TSA has trained 12,966 passenger screeners and approximately 155 baggage screeners, and the others are being trained or are scheduled to begin training shortly. Our plans call for the training and deployment of approximately 21,000 baggage screeners by mid-December, with the highest volume of training to begin in October.
- We intend to hire a total of approximately 52,000 screeners – 30,000 passenger screeners and 22,000 baggage screeners. In certain markets, TSA initially encountered difficulties finding suitable candidates. We have developed and executed outreach programs to address these issues and have now achieved satisfactory applicant pools.
- **FSD Hiring:** 149 out of a total of 158 Federal Security Directors (FSDs) were on board by August 30th. We have selected four additional FSDs. FSDs at five airports have not yet been identified. We are reviewing certification lists of candidates for these positions in order to make a selection and will fill all remaining FSD positions quickly.
- The 158 FSDs will be located at a Hub Airport, usually a larger Category X, I, or II airport, serving as a major transfer point for several airlines. An additional 106 airports will be staffed with Deputy FSDs who will report to an FSD at a Hub Airport. Finally, 183 smaller airports, typically Category III or IV, will be staffed with a supervisor level manager who will report to an FSD at a Hub Airport in the region. TSA is working aggressively to complete the hiring of Deputy FSDs and Supervisors.

Attachment B contains charts detailing screener and FSD hiring and deployment information.

Question

- *Explosives Detection Systems - It was envisioned that EDSs would be deployed in-line in the basement of airports. The plan, as developed by TSA, will deploy EDS and a smaller unit Explosives Trace Detection (ETD). A number of European airports use them together, as will some U.S. airports. The Committee is aware that a handful of airports may need additional time to install and deploy this equipment. Section 110 of P.L. 107-71 provides the Administration with sufficient flexibility to respond to these particular concerns at these airports. Would you provide the Committee with a list of the equipment by type that has been installed at each airport to date and the installation schedule for the remainder of the airports? Can you tell me which airports will need more time, and give me a schedule for those that may be delayed?*

Answer

While the Aviation and Transportation Security Act (ATSA) provides flexibility in the types of equipment we could deploy for meeting the mandate to screen all checked baggage, we are still under a strict requirement to achieve this goal by December 31, 2002. TSA has certified both CT-scan EDS machines and ETD machines to meet this requirement. We continue to work closely with air carriers and the airport community to deploy explosives detection equipment in ways that will meet our security objectives and statutory requirements while minimizing, as much as possible, operational impact and cost.

With adequate funding, as requested by the President, and assuming that the existing TSA employment cap imposed by Congress as part of the July Emergency Supplemental is lifted, we currently estimate that in more than 90 percent of the commercial airports we will be able to install the permanent solution necessary to complete 100 percent baggage screening by December 31, 2002. A small number of airports, mostly large airports, present unique challenges that will result in extensive installations that may still be ongoing into a part of 2003. In each case, TSA will work closely with airport stakeholders to deploy temporary measures by the end of the year that will allow us to fully meet the objectives of the legislation for an effective program of explosives detection for all checked bags at all airports. This plan obviously involves security sensitive information, the disclosure of which would be quite harmful. I would therefore be happy to provide more information about this part of our plan in a classified briefing.

Attachment C contains sensitive security information (SSI) detailing the equipment thus far installed at airports. When we have completed our assessments at all airports, we will provide further specific details as to the type and quantity of equipment that will be deployed to provide 100% checked baggage screening by EDS/ETD at all domestic airports providing commercial service for the traveling public.

Question

- *Cockpit Doors - Right now TSA can order procedures to lock the cockpit doors during flight. A number of carriers are looking at ways to put in double doors or removable barriers to allow ingress and egress to the cabin as needed. Please explain current fortification requirements and schedules for cockpit door reinforcement. Please explain why you do not order that doors be closed at all times during flight.*

Answer

ATSA, section 104, gives the Federal Aviation Administration (FAA) the mandate to improve flight deck integrity measures, including the strengthening of flight deck doors. As a result, the FAA has required major air carriers, including foreign air carriers operating within the United States, to reinforce their cockpit doors on all aircraft on an interim basis with lock bars and other locking devices, and they have complied.

Additionally, the FAA has required that air carriers have new hardened flight deck doors in place on all U.S. passenger airplanes and foreign airplanes that fly into and out of the United States by April 9, 2003. On August 28, FAA officials met with air carriers and door manufacturers to assess progress toward implementation of this rule. Currently, cockpit door designs have been certified for approximately 55 percent of the domestic fleet and 40 percent of the international fleet flying to the United States. Installation of these approved designs has begun. FAA is working closely with the manufacturers to certify designs for the remaining aircraft.

Along with the Federal Air Marshal presence and impending changes to current bulkhead, surveillance, and transponder requirements, the threat to normal flight operations of opening and closing of the flight crew compartment doors will be greatly minimized, if not totally mitigated.

With respect to closing and locking of the flight crew compartment door, the FAA's rule requires that the flight crew compartment door will normally be closed and locked at all times during operation of the aircraft, with certain limited exceptions. Exceptions include opening of doors to allow pilots to use the lavatory and to provide food to the pilots. Current aircraft configurations do not allow for the placement of lavatories or kitchens within the cockpit. Additionally, in emergency situations, rescue personnel may need to enter the flight deck if windows are not useable.

Question

- *Arming pilots – The statute included provisions that allow the Administration to pursue arming pilots with firearms or less-than lethal weaponry and you stated at the hearing that the administration would review the matter. Please advise me of your recommendations on whether or how to arm pilots.*

Answer

Please refer to my letter, dated September 5, 2002, that responds to this question in detail.

Question

- *Flight attendant training – How many flight attendants have been trained to respond to a security crisis or on techniques that will improve security? What is the type and extent of the training? What is the schedule to complete the training?*

Answer

Regulated air carriers are responsible for providing security training to their flight deck and cabin crews. On January 18, 2002, FAA, in consultation with TSA, issued comprehensive requirements for an industry-wide training program for flight attendants. This plan included guidelines on how to deal with suspicious items discovered in flight and recommended training methods to address varying levels of passenger aggressiveness. Each air carrier was obliged to develop its own training program to ensure that the elements of the FAA guidelines are presented in an effective manner.

The air carrier's training programs were due to FAA by March 18, 2002, with FAA having 30 days to either approve the programs or return them to the carriers for modification. As of April 18, seventy-five of the seventy-seven training programs were approved. The remaining two programs were approved in June and July. The air carriers have 180 days from the date of receiving FAA approval to complete crewmember training. Training for the first 75 air carriers will be completed by October 2002. The final two will be completed by January 2003.

FAA and TSA would be happy to provide your staff with a briefing about details of the plans, if desired.

Question

- *Technology - What new technologies, such as biometrics, smart cards for employees, and/or universal access cards is the administration testing or has procured to process airline passengers more effectively?*

Answer

The Conference Report on fiscal year 2002 Supplemental Appropriations required TSA to suspend work on the Transportation Worker Identification Credential (TWIC) program. We have asked Congress to restore our discretion to proceed with this important program.

TSA continues to evaluate the use of a "Registered Traveler" program, which likely would involve the use of smart card technology. A registered traveler card would need to provide a reliable method of positively identifying an individual through biometric or other technologies and would have to prove difficult or impossible to tamper with or forge. Deployment of the "Registered Traveler" program would be part of the TWIC program. Work already completed on this program proposed a "smart" common credential for all transportation workers requiring unescorted physical and logical access to secure areas of the nationwide transportation system.

Question

- *Reimbursement of Law Enforcement Officers - TSA has committed to reimburse airports for Law Enforcement Officers that have been stationed at airports since 9-11. The airports have submitted the necessary information, but have not yet been paid. How much has been requested by the individual airports? When will that money be transferred to the airports?*

Answer

As of August 15, 2002, TSA has received 78 invoices, totaling \$5,058,522.22, for Law Enforcement Officer services provided by local authorities. Of this amount, 45 invoices totaling \$2,659,499.02 have been approved for payment. We anticipate that all approved invoices will be paid by the end of this month.

An additional 23 invoices totaling \$2,095,711.32 have been disapproved for various technical defects including the absence of a Taxpayer Identification Number, the lack of signature on the requisite certification, etc. Local authorities have been asked to remedy the defects; disapproval does not indicate rejection of the claim on its merits. These invoices will be processed promptly when resubmitted.

Finally, 10 invoices totaling \$303,311.88 are in the review process.

Question

- *Charter Security - There are numerous questions surrounding the issue of charter security. What procedures apply to those above 95,000 pounds, what procedures are appropriate for small aircrafts and is the weight standard based on the original certified weight, for example, or the actual weight of each aircraft?*

Answer

TSA issued a rule on June 19, with a request for comments, that requires private charter passenger operators in aircraft with a maximum certificated takeoff weight (MTOW) of 95,000 pounds or more to adopt a TSA-approved screening security program. The security program will establish procedures to ensure that passengers and their accessible property are screened prior to boarding. Although the rule became effective on August 19, TSA notified the public that it would amend the rule as needed, based on all comments received.

TSA received approximately 100 comments from affected entities and is in the process of analyzing them now. Many commenters, including aircraft manufacturers such as Bombardier and Boeing, suggest changes to the standard. Bombardier, in particular, has urged TSA to alter the 95,000 MTOW threshold. TSA is carefully considering this and other alternatives, but longstanding principles of administrative law prohibit TSA from releasing any final decision on the resolution of these comments prior to notifying the public of that decision. TSA plans to make its decision and notify the public of it in the very near future.

Security programs constitute sensitive security information and cannot be published in the Federal Register. Therefore, TSA has distributed its proposed security program directly to affected entities, and by Notice published on August 28, invited comments on the program by September 30. After reviewing individual comments, TSA will issue its final security program to each entity, no later than October 30, and all entities must be in compliance with it by December 1, 2002.

Question

- *Funding – ATSA authorizes TSA to recoup from air carriers the funds they spent on security in 2000. During the debate, the carriers asserted, as I recall, that they spent more than \$700 million. How much have you collected and how much do the carriers claim they spent in 2000 under your procedures? The Emergency Supplemental provided TSA \$3.85 billion, including \$783 million for airports. How will those funds be expended – for what types of items and at what airports?*

Answer

In order to assist TSA in determining the carriers' individual and aggregate Aviation Security Infrastructure Fees, TSA issued a regulation requiring the carriers to submit all of their direct and indirect costs related to screening passengers and property in 2000, as laid out by 35 cost categories with explanatory footnotes. TSA has received 115 submissions from the approximately 165 carriers required to pay the fee (the exact number of carriers is still being determined due to complicated carrier ownership structures and code-sharing relationships among the carriers required to pay the fee). These submissions represent over 90 percent of the industry. The submitting carriers have reported total screening-related costs of less than \$310 million.

Under the TSA regulation, carriers are required to make monthly payments of a set percentage of the total amount listed in their cost information submissions, unless and until TSA makes a different determination of their costs. Thus far, the carriers have paid to TSA about \$112 million and, under their currently reported cost amounts, will owe TSA about \$25 million per month.

TSA is addressing the discrepancy in the cost amounts expected by Congress and TSA and the amount reported by the carriers. Together with the DOT Inspector General, we have begun to audit the carriers' cost information submissions. TSA has also proposed an amendment to section 118 of the Aviation and Transportation Security Act that would replace the fee based on each carrier's 2000 screening-related costs, as currently required, with a flat fee that would be apportioned among the carriers by TSA.

Supplemental Funds: Please see the answer to question 1 (page one of this document), which addresses budget issues. (**Note:** The question states that TSA received \$783 million for airports in the Emergency Supplemental. For clarification of the record, the TSA received \$738 million for airports in the Emergency Supplemental.)

Program Project & Activity	FY 2002 Proposed Program	Program Increases or (Reductions)	Earmarks Above Request	Allocation of		FY 2003	
				Appropriated	Total	Budget Amendment	President's Request
I. Aviation Security							
A. Passenger Screening							
3rd Party Screening Contracts	\$1,641.0	(\$306.0)		\$1,335.0		\$80.0	\$80.0
Passenger Screeners - PC&B	\$222.1	(\$113.2)		\$108.9			\$1,285.7
Passenger Screeners - Other	\$204.4	(\$131.5)		\$72.9		\$72.8	\$238.9
Passenger Screener Hiring Contract	\$104.0	\$25.0		\$129.0		\$100.0	\$100.0
Passenger Screener Training Contract	\$116.0			\$116.0		\$30.0	\$30.0
Planning and Deployment	\$175.0	(\$27.0)		\$148.0		\$70.0	\$70.0
Equipment Implementation	\$350.0			\$350.0			\$0.0
Checkpoint Equipment	\$23.0			\$23.0			\$30.0
Electronic Surveillance	\$0.0			\$0.0			\$13.5
Credentiaing	\$0.0			\$0.0			\$35.0
CAPPS-II	\$0.0			\$0.0			\$35.0
Maintenance for Leased Screening Equip.	\$25.0	(\$10.0)		\$15.0		\$10.0	\$5.0
Sub-total Passenger Screening	\$2,860.5	(\$562.7)	\$0.0	\$2,297.8		\$362.8	\$1,643.1
							\$2,005.9
B. Baggage Screening							
Checked Bag Screeners - PC&B	\$162.3	(\$153.2)		\$9.1		\$18.2	\$835.1
Checked Bag Screeners - Other	\$55.7	(\$35.7)		\$20.0			\$183.2
Baggage Screener Hiring Contract	\$75.0	(\$60.2)		\$14.8			\$0.0
Baggage Screener Training Contract	\$124.0	(\$88.9)		\$35.1			\$0.0
EDS/ETD Site Survey	\$12.0	\$9.2		\$21.2			\$0.0
EDS Integrator	\$275.0	(\$200.0)		\$75.0			\$0.0
EDS Purchase	\$832.0	(\$50.0)		\$782.0		\$50.0	\$50.0
EDS Installation	\$467.0		\$231.0	\$698.0			\$0.0
EDS Program - sub-total	\$1,586.0	(\$240.8)	\$231.0	\$1,576.2		\$50.0	\$50.0
ETD Purchase	\$215.0			\$215.0			\$0.0
ETD Installation	\$40.0			\$40.0			\$0.0
ETD Program - sub-total	\$255.0	\$0.0	\$0.0	\$255.0		\$0.0	\$0.0
EDS/ETD Maintenance	\$20.0			\$20.0			\$75.0
Checked Baggage Data System	\$0.0			\$0.0			\$1.4
Sub-total Baggage Screening	\$2,278.0	(\$578.8)	\$231.0	\$1,930.2		\$68.2	\$1,076.5
							\$1,144.7

Program Project & Activity	FY 2002 Proposed Program	Program Increases or (Reductions)	Earmarks Above Request	Allocation of Total		Budget Amendment	FY 2003 President's Request	Total
				Appropriated	Total			
C. Security Direction & Enforcement								
ACS Field Staff	\$120.4			\$120.4				\$0.0
K-9 Units	\$6.0			\$6.0		\$10.0		\$10.0
Additional Security Personnel (300)	\$27.0			\$27.0				\$0.0
Security Specialist	\$20.0			\$20.0				\$0.0
Air-ground com system for FAM's	\$0.0		\$15.0	\$15.0				\$0.0
National Guard	\$68.0	\$2.0		\$70.0				\$0.0
State and Local	\$98.5			\$98.5			\$226.0	\$226.0
TSA LEO's - PC&B	\$15.0	(\$9.9)		\$5.1			\$162.6	\$162.6
TSA LEO's - Other	\$42.2	(\$26.2)		\$16.0			\$68.2	\$68.2
Cargo Inspectors	\$12.3	(\$10.5)		\$1.8			\$0.0	\$0.0
Federal Security Directors	\$81.0	(\$73.0)		\$8.0			\$0.0	\$0.0
Airport Management & Staff	\$148.0	(\$75.0)		\$73.0		\$15.0	\$467.5	\$482.5
Cockpit Security Initiative	\$0.0			\$0.0		\$20.0		\$20.0
Airport Terminal Security	\$0.0		\$17.0	\$17.0				\$0.0
Sub-total Security Direction & Enforcement	\$1,119.4	(\$207.6)	\$32.0	\$943.8		\$45.0	\$1,493.5	\$1,538.5
Sub-total Aviation Security	\$6,257.9	(\$1,402.4)	\$263.0	\$5,118.5		\$476.0	\$4,213.1	\$4,689.1
II. Maritime & Land Security								
TSA - Grants to Ports - DOD Bill	\$93.3			\$93.3				\$0.0
TSA - Grants to Ports - Supplemental	\$0.0		\$125.0	\$125.0			(1)	\$0.0
Aircraft Cockpit Door Hardening	\$0.0			\$0.0			\$100.0	\$100.0
Inter-city Bus Security	\$0.0		\$15.0	\$15.0				\$0.0
Operation Safe Commerce	\$0.0		\$28.0	\$28.0			\$3.8	\$3.8
Container Threat Assessment	\$0.0			\$0.0			\$1.0	\$1.0
Grants to Trucking Industry	\$0.0			\$0.0		\$20.0		\$20.0
Staffing/Operations	\$0.0			\$0.0			\$23.0	\$23.0
Sub-total Maritime & Land Security	\$93.3	\$0.0	\$168.0	\$261.3		\$20.0	\$127.8	\$147.8
(1) \$100 million will be shifted from port grants to cockpit door hardening, as the port grant program was funded for an additional \$125 million by the July 2002 Emergency Supplemental.								

Program Project & Activity	FY 2002 Proposed Program	Program Increases or (Reductions)	Earmarks Above Request	Allocation of Total		Budget Amendment	FY 2003 President's Request		Total
				Appropriated					
III. Intelligence									
	\$1.5			\$1.5			\$13.6		\$13.6
Sub-total Intelligence			\$0.0	\$1.5		\$0.0	\$13.6		\$13.6
IV. Research & Development									
Research & Development (Tech Center)	\$125.0	(\$20.0)		\$105.0			\$30.4		\$30.4
Next Generation EDS	\$50.0	(\$50.0)		\$0.0		\$50.0	\$50.0		\$100.0
CAPPS-II Data Integration	\$45.0			\$45.0			\$0.0		\$0.0
R&D Demo Projects	\$0.0		\$14.0	\$14.0			\$0.0		\$0.0
Sub-total Research & Development	\$220.0	(\$70.0)	\$14.0	\$164.0		\$50.0	\$80.4		\$130.4
Headquarters									
Headquarters Staff (includes ACS funded pos.)	\$173.8	(\$29.3)		\$144.5			\$132.5		\$132.5
Start-up & Administrative Support Contracts	\$76.0			\$76.0			\$12.0		\$12.0
Information Technology Projects	\$0.0	\$23.3		\$23.3			\$220.6		\$220.6
Sub-total Headquarters	\$249.8	(\$6.0)	\$0.0	\$243.8		\$0.0	\$365.1		\$365.1
TSA Total Resources	\$6,822.5	(\$1,425.1)	\$445.0	\$5,842.4		\$546.0	\$4,800.0		\$5,346.0

THE WHITE HOUSE

WASHINGTON

September 3, 2002

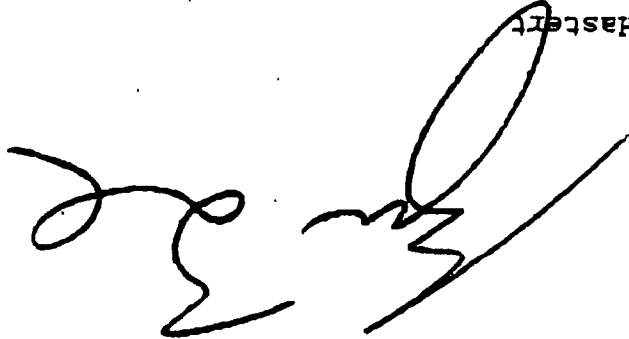
Dear Mr. Speaker:

I ask the Congress to consider the enclosed requests for FY 2003 budget amendments for the Departments of Health and Human Services and Transportation, and for International Assistance Programs.

These amendments continue my commitment to provide necessary resources to enhance transportation security, to assist Israel and the people of the West Bank and Gaza, and to fight the growing pandemic of HIV/AIDS among developing countries.

The details of these requests are set forth in the enclosed letter from the Deputy Director of the Office of Management and Budget. I concur with her comments and observations.

Sincerely,



The Honorable J. Dennis Hastert
Speaker of the
House of Representatives
Washington, D.C. 20515

Enclosure

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET

WASHINGTON, D.C. 20503

August 30, 2002

THE DEPUTY DIRECTOR

The President

The White House

Submitted for your consideration are requests for FY 2003 budget amendments for the Departments of Health and Human Services (HHS) and Transportation and for International Assistance Programs. These proposals fulfill your commitment to request FY 2003 funding for certain contingent appropriations that were not made available from P.L. 107-206, the 2002 Supplemental Appropriations for Further Recovery From and Response to Terrorist Attacks on the United States; and for critically needed resources for transportation security that were not provided by the Congress in that Act.

Department of Health and Human Services

An amendment for the Centers for Disease Control and Prevention would provide \$100 million of a total of \$200 million now requested to support your International Mother and Child HIV Prevention Initiative. This initiative, to be implemented and managed as one program by both HHS and the Agency for International Development (AID), is designed to reduce the transmission of the HIV/AIDS virus from HIV infected mothers to their offspring at birth in low- and middle-income developing countries, and to maintain the health of the mother and child through the period of infancy. An accompanying amendment for AID, as noted below, would provide the additional \$100 million of the \$200 million total request.

Department of Transportation

The proposed amendment would provide \$546 million for the Transportation Security Administration (TSA). P.L. 107-206 provided \$1.0 billion less than the supplemental request for TSA, and identified several funding items that were not part of the original request. The additional funding in this amendment would provide TSA with the resources necessary to meet the requirements of the transportation security law in the most effective, responsible, and efficient manner possible.

International Assistance Programs

The proposed amendments would provide:

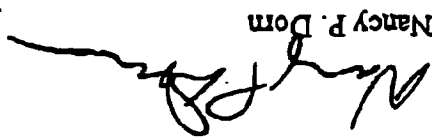
- \$200 million for the Economic Support Fund to support Israel in its efforts in the war on terrorism.
- \$100 million for AID's portion of the International Mother and Child HIV Prevention Initiative. As discussed earlier, an additional \$100 million is requested to be provided to HHS for this initiative.

- \$50 million for humanitarian, refugee, and reconstruction assistance to the West Bank and Gaza. None of the assistance for the West Bank and Gaza would be provided to the Palestinian Authority.

Transmission of these requests to the Congress reflects your commitment to provide the necessary resources to enhance security on our Nation's airplanes and in the airways, to assist Israel and the people of the West Bank and Gaza, and to fight the growing pandemic of HIV/AIDS among developing countries.

I have carefully reviewed these proposals and am satisfied that they are necessary at this time. Therefore, I join the heads of the affected Departments and agencies in recommending that you transmit the amendments to the Congress.

Sincerely,


Nancy P. Dorn

Enclosures

Agency: DEPARTMENT OF TRANSPORTATION
Bureau: TRANSPORTATION SECURITY ADMINISTRATION
Heading: Transportation Security Administration

FY 2003 Budget
Appendix Page: 721

FY 2003	Pending Request:	\$4,800,000,000
	Proposed Amendment:	\$546,000,000
	Revised Request:	\$5,346,000,000

(In the appropriations language under the above heading, delete "\$4,800,000,000" and substitute \$5,346,000,000.)

This request would provide funds to ensure sufficient and timely improvements to aviation and transportation security to meet the requirements of the Aviation and Transportation Security Act (P.L. 104-71). Funding reductions and earmarks in supplemental legislation enacted during FY 2002 reduced the Administration's ability to respond to transportation security requirements with sufficient flexibility. Cost estimates for some planned Transportation Security Administration (TSA) activities for FY 2002 have fallen as the program has matured, while others have increased. The net effect is that transportation security funding needs, particularly for aviation, are still larger than the resources provided in FY 2002. Specifically, the amendment would provide:

- \$200 million in additional funding to support passenger screening requirements. These funds will ensure all passenger screening lanes are appropriately configured, and adequate staff is hired, effectively trained, and deployed.
- \$196 million in additional funding for deferred costs, including costs attributable to Federal pay and hiring expenses, third party screening contracts, and leased equipment maintenance.
- \$50 million in additional funding for deferred costs associated with the purchase of explosive detection systems (EDS). This funding is urgently needed to ensure that TSA can keep pace with its aggressive EDS deployment plans and have the ability to flexibly respond to individual airport needs.

- \$50 million in additional funding for deferred research on a next generation EDS system. TSA must have the resources to work aggressively on the development of a more effective, smaller, and cost effective EDS system.

- \$50 million for other newly identified transportation security initiatives including \$20 million for cockpit security initiatives; \$20 million for additional canine units to facilitate air trucking security proposals; and, \$10 million for additional canine units to facilitate air cargo inspection and the reduction of air carrier restrictions on the transport of U.S. Postal Service mail, and to enhance existing canine coverage of airport terminals and baggage areas.

This proposed request would provide TSA with the resources necessary to meet the requirements of aviation security law in the most effective, responsible, and efficient manner possible.

This amendment would increase FY 2003 outlays by \$464 million.

Attachment B – Screener and FSD Hiring/Deployments
(All numbers are cumulative to date)

Rollout Schedule	Federal Security Directors in Place	Federal Security Directors Hired
Week Ending		
Prior Weeks	72	76
07/26/02	72	76
08/02/02	119	123
08/09/02	119	123
08/16/02	129	139
08/23/02	131	141
08/30/02	139	149
Total	139	149

Rollout Schedule	Job Offers Accepted	Passenger Screeners Trained	Passenger Screeners Deployed
Week Ending			
Prior Weeks	4,909	2,483	2,355
07/26/02	7,011	3,064	2,418
08/02/02	9,300	4,804	2,934
08/09/02	13,258	6,339	4,506
08/16/02	16,508	7,587	6,033
08/23/02	19,964	10,377	7,316
08/30/02	25,599	12,966	10,007
09/06/02	26, 845	(not yet available)	12,733
Total	26,845	12,966	12,733

Rollout Schedule	Airports Federalized
Week Ending	
Prior Weeks	3
07/26/02	5
08/02/02	11
08/09/02	19
08/16/02	32
08/23/02	37
08/30/02	59
09/06/02	82
Total	82